

NATIONAL WEATHER SERVICE INSTRUCTION 10-809

July 4, 2006

Operations and Services

Aviation Weather Services, NWSPD 10-8

SUPPORT TO THE FEDERAL AVIATION ADMINISTRATION'S PILOT WEATHER BRIEFING PROGRAM

NOTICE: This publication is available at: <http://www.nws.noaa.gov/directives/>.

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SUMMARY OF REVISIONS: Supersedes NWS Instruction 10-809, Support to Federal Aviation Administration Pilot Weather Briefing Facilities, dated November 3, 2004. The following changes have been made this cycle:

- Numerous references to the FAA and FAA equipment, employees, or facilities were removed because the pilot weather briefing function is now performed by a private company contracted by the FAA. Deleted all material not directly related to supporting the modern FAA pilot weather briefing program, and renumbered remaining sections accordingly.
- Renamed Chapter 5 “Pilot Weather Briefing Training” from “FAA Pilot Weather Briefing Training”. Deleted 5.1 FAA Academy Pilot Weather Briefing Resident Course, and renumbered remaining sections in Chapter 5.
- Deleted “Tapes” from Section 6.3 “Recordings and Tapes” to become simply “Recordings”.
- Deleted Section 7.6 “Certificate of Authority for FAA Academy Instructors”. Renumbered Section 7.7 to 7.6 “Maintenance of Files”.
- Revised the way performance standards are presented in Appendix A.
- Revised and updated each of the forms found in Appendices B through D.

//SIGNED//

June 20, 2007

Dennis H. McCarthy

Date

Director, Office of Climate, Water, and Weather Services

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1. Purpose. This instruction details procedures and responsibilities for National Weather Service (NWS) Weather Forecast Office (WFO) Meteorologists in Charge (MIC) and Aviation Focal Points (AFP); NWS staff at the Federal Aviation Administration (FAA) Academy (FAA-A); and meteorologists at the Aviation Weather Center (AWC), Alaska Aviation Weather Unit (AAWU), Center Weather Service Units (CWSU), NWS Regional Headquarters (RH), and the Aviation Services Branch (ASB) at NWS Headquarters. It also describes the NWS certification process for Pilot Weather Briefing (PWB), which parallels guidelines and procedures outlined in FAA Order 7110.10, as applicable to Flight Services. This directive is the governing document for NWS certification of Pilot Weather Briefing.

2. General. The NWS does not conduct official Pilot Weather Briefings (PWB). By agreement with the FAA, NWS offices have oversight responsibility for PWB services.

3. Tasks and Procedures.

- a. As a minimum the ASB, Region Headquarters, AWC, AAWU, CWSUs and WFOs will:

- (1) Maintain working knowledge of NWS operations at the FAA-A. This aids giving professional advice to Air Traffic Control Towers (ATCTs), Air Route Traffic Control Centers (ARTCCs), Terminal Radar Approach Controls (TRACONs) and flight service facilities for obtaining NWS-issued certificates.
 - (2) Keep the aviation community informed about processes and products being developed to improve forecasts and services.
- b. The FAA-A will (detailed in the FAA-NWS Joint Memorandum of Agreement):
- (1) Conduct resident training for FAA students enrolled in Air Traffic Basics and Tower Visibility classes.
 - (2) Develop and maintain up-to-date Computer Based Instruction (CBI) modules and provide guidance and required weather training for air traffic controllers from ATCT, ARTCC, TRACON and flight service facilities.
 - (3) Administer and grade written (Weather Analysis, Satellite, and Radar) and oral examinations for Pilot Weather Briefer candidates. For oral certification examinations, conduct detailed debriefing sessions with the candidate and appropriate facility management and training officials.
 - (4) Issue Certificates of Authority (CA) to certified Pilot Weather Briefers and maintain a current PWB Certificate database.
 - (5) Administer proficiency checks and exams to certified Pilot Weather Briefers. Proficiency checks will be conducted at random as resources allow, and occasional requests for PWB recordings from flight service facilities will be made to check proficiency.
 - (6) Continuously modify lesson plans to improve teaching methods and training materials for academy students.
 - (7) Assist WFOs with aviation training materials as resources permit. This includes providing presentations on aviation hazards or related materials for use by AFPs at local pilot training workshops, aviation meetings, and to assist training specialists with refresher training.
 - (8) Visit flight service facilities, CWSUs, WFOs Honolulu (Meteorological Watch Offices for the International Civil Aviation Organization), AAWU, and the AWC to maintain knowledge and currency of field operations and technologies used to support aviation customers. The FAA-A will notify WFO MICs and each region's RAM of planned visits.
 - (9) Confer with FAA Flight Services personnel at regional and national levels on proposed changes and updates to the NWS aviation program and

evaluate impacts which may affect the program.

- (10) Develop and conduct additional training for FAA as requested.

4. NWS Training. NWS meteorologists should be aware of how weather phenomena affect aircraft performance and pilot decision making. Participation in annual aviation weather training seminars and workshops, facilitated through close working relationships with the local FAA or flight service facilities, can aid in this endeavor. At a minimum, forecasters should receive training on aviation flight operations; aviation community requirements; and specific techniques, procedures and products used by certified PWB specialists. This can be accomplished through NWS developed AOCs, and training programs developed in collaboration with the university community, FAA, and other aviation organizations.

5. Pilot Weather Briefing Training. Individuals conducting pilot weather briefings receive initial qualification training from either the University of Alaska-Anchorage or from Lockheed Martin. All PWB candidates are certified by the FAA-A MIC to perform official PWBs without supervision. Certification requires successful completion of training, written examinations, and an oral examination. This directive is the governing document for NWS Certification of all Pilot Weather Briefers.

5.1 Written Examinations. Individuals training to conduct pilot weather briefings are required to successfully complete a written weather analysis, satellite and radar examination administered by the NWS Office at the FAA-A. Upon completion, a “Pilot Weather Briefing – Qualification Report” (Appendix E) is completed by the FAA-A. A copy is mailed to the student’s assigned facility noting scores for each examination administered. If a student fails the examination, a request to retake the test must be made formally to the MIC FAA-A.

5.2 Oral Examinations. The facility manager will ensure PWB candidates are prepared to take the oral exam once they have passed all written examinations. When the candidate is sufficiently prepared, they take the oral examination by performing one low level and one high level PWB for the FAA-A MIC or designated staff. The oral examination must be completed within two (2) years of taking the written examinations. The oral examination is recorded by the NWS examiner and reviewed by the FAA-A MIC for quality control and improvement of the PWB evaluation program. The Oral Pilot Weather Briefing Evaluation Report in Appendix C is used to determine the student’s oral examination grade.

The oral examination is only for flight service personnel who have completed the Pre-Flight position training. It can be administered by telephone, but, on occasion, may be given at the duty station. While the NWS allows a supervisor or training specialist to listen during this exam, no help may be provided to the student.

The oral examination must ensure the student can gather all pertinent weather data and present it to the pilot in a logical, concise, and easily understood manner. Briefings provided during the test should clearly state the current and forecast weather conditions and pertinent current and forecast adverse conditions. It must, at a minimum, cover all available weather information which meets the pilot’s specified needs. The examination will also assess the student’s basic interpretation of radar and satellite images as a PWB tool. The NWS evaluator may, at any point of the examination and following de-brief, terminate, nullify and reschedule the evaluation.

The oral examination flight should be at least 200 nautical miles long and will be evaluated in three general areas: background information, briefing content and quality factors. To ensure objective quality control, validation, and standardization of oral tests, evaluations should contain adverse weather conditions along the route of flight, either at low- or high-level (for oral examination purposes, 24,000 feet above Mean Sea Level (MSL) separates low-level from high-level). This ensures a uniform level of difficulty and makes the exam score a reliable indicator of individual performance. Adverse weather conditions include low ceilings and visibilities, thunderstorms, mountain obscurations, turbulence, freezing precipitation, icing, strong low-level winds, low-level wind shear, volcanic ash, tropical cyclones, duststorms, sandstorms, and high density altitude. Failure to alert the pilot of an adverse condition may hinder the pilot's safety of flight. Detailed evaluation guidelines and standards of performance are contained in Appendix A.

Minimum passing grade is 70 percent. The FAA-A MIC or designee will provide comments in either oral or written form. Upon completion of each evaluation, a WS Form D-5 (Appendix E) will be forwarded to the facility manager and training coordinator.

If the individual fails the PWB oral examination, the NWS evaluator should further discuss problem areas with the student and facility managers before scheduling a retake. Facility training should be conducted for a minimum of one (1) week before a retake. Information on failures will be kept on file at the FAA-A until the student passes.

5.3 International Pilot Weather Briefing Evaluations.

For those flight service facilities with the responsibility of providing pilot weather briefings to routes outside of the U.S. airspace, a NWS proficiency check is required prior to conducting those briefings. Since this responsibility requires only supplemental training, additional certification is not required. WS Form D-5 (Appendix E) will be used to document results of supplemental training and oral evaluation or proficiency. Successful completion of the oral evaluation will be noted in the specialist's training record and in the NWS PWB Certificate database.

6. Quality Assurance. Policy established in the Memorandum of Understanding between the FAA and the NWS for Policy Agreements, states the NWS will establish standards for provision of operational weather information for PWBs and will provide quality control over these services. Quality control will be accomplished during facility site visits (as resources allow), by scheduled or anonymous proficiency checks or evaluations to a facility, and by requesting recordings of PWBs from the flight service facility.

6.1 Proficiency Checks for Pilot Weather Briefers. Proficiency checks are evaluations of Pilot Weather Briefers. Only NWS FAA-A examiners are authorized to perform proficiency checks which may result in loss of Pilot Weather Briefer authority. Proficiency checks can be conducted via telephone or on station. They can be scheduled by the FAA-A evaluators, requested by the flight service facility manager or designee, or conducted at random via telephone calls to facilities. NWS and/or flight service supervisory officials may request proficiency examinations for Pilot Weather Briefers at any time for any reason. The FAA-A MIC will respond to these requests in a timely manner.

The Oral PWB evaluation sheet, Form 10-809-3 (Appendix C) will be used to determine the performance score. The FAA-A will complete a WS Form D-5 (Appendix E) and send it

electronically to the facility for their employee training records. Results are also entered into the FAA-A PWB CA database.

Failure of a Proficiency Check will result in the suspension of the Pilot Weather Briefing Certificate. If the proficiency check identifies a significant deficiency which results in a failing score, the evaluator will discuss the problem area(s) with the facility management, training/support specialist, and PWB specialist, and immediately schedule a formal proficiency examination within two (2) weeks of the proficiency check date. The PWB specialist may continue to perform official PWB duties only under direct supervision.

6.1.1 Required Proficiency Checks

Proficiency checks will be conducted for the following:

- a. When a Pilot Weather Briefer is reassigned to a new facility or briefing area where the surrounding terrain or prevailing weather regime of the old and new facility or area are significantly different and/or when the new facility or briefing area has international responsibilities. The MIC FAA-A or designee will determine if a Specialist will be required to schedule a proficiency check. Flight service facility management should contact the NWS Office at the FAA Academy immediately after a briefer transfers to a new briefing area.
- b. When the Pilot Weather Briefer, for any reason, has not provided a briefing for at least six (6) months (e.g. temporary assignment, extended illness, etc.)

The proficiency check must be performed within six (6) months of the reassignment or return to duty.

6.2 Station Evaluations. The FAA-A MIC will assign staff to conduct visits to flight service facilities in the U. S. and Puerto Rico as resources allow. Documents completed for each visit include Facility Visitation Site Evaluation Report - Form 10-809-2 (Appendix B), Personnel and Action Item Report - Form 10-809-4 (Appendix D), and if time permits, Oral PWB Evaluation Sheet - Form 10-809-3 (Appendix C). The forms will be completed within two (2) weeks after returning and the FAA-A MIC will send copies to the NWS RAM for the locale, and the facility. Visit reports received will be reviewed by the FAA-A MIC and action items noted will be addressed. Electronic versions of these reports and actions required will be sent to appropriate offices.

6.3 Recordings. The FAA-A MIC may request recordings from any flight service facility. When the request is received, the recordings are mailed to the NWS office at the FAA-A within five (5) working days. The NWS will provide feedback to the facility manager and/or training specialist(s) within two weeks after receipt of the recordings.

7. Certificate of Authority. Upon completion of required training and the successful completion of the appropriate written examinations and a passing score for an oral Pilot Weather Briefing Examination, a Pilot Weather Briefer Certificate will be issued by the FAA-A MIC. The individual's certificate number and date of issuance will be entered in the PWB Database which resides at the NWS office at the FAA-A.

7.1 Issuance of Certificate of Authority (CA). Once the candidate successfully passes the oral exam, the FAA-A MIC will, within ten (10) working days, issue a CA for PWB and forward it to the facility manager. The date the candidate passes the oral exam will appear on the CA, and is the date the candidate is officially authorized to work the PWB position without supervision.

The original certificate must remain on station and readily available for NWS evaluators, but the facility manager may provide a copy of the CA to the briefer, if requested. CAs will be forwarded to the new facility when the briefer is reassigned.

7.2 Suspension of Certificate of Authority. The PWB CA will be suspended if the briefing performance during any NWS PWB evaluation is substandard and a WS Form D-5 indicating suspension will be electronically sent to the facility. When a CA is suspended, a briefer will not provide PWB without direct supervision. A proficiency exam will be scheduled as soon as possible after appropriate training is accomplished. The facility supervisors may request training assistance from the nearest NWS WFO, if necessary, or obtain training recommendations and available resource materials from the FAA-A MIC.

7.3 Cancellation of Certificate of Authority. The PWB CA will be cancelled if the briefer fails to demonstrate satisfactory performance during the second oral evaluation, and a WS Form D-5 indicating cancellation will be electronically sent to the facility. The facility manager or designee will mail the cancelled CA to the FAA-A MIC within five (5) working days.

7.4 Invalidation of Certificate of Authority. When a CA holder terminates employment for any reason, retires, or changes to a position not requiring PWB duties, the facility supervisor will notify the FAA-A MIC as soon as possible and mail the original CA for invalidation. The PWB CA database at the NWS Office at the FAA-A will be updated to reflect the change and will remain a record for two (2) years after the invalidation date. An invalidated CA may be returned to retired employees as a personal keepsake if the request is made to the FAA-A MIC.

7.5 Revalidation of Certificate of Authority. The following guidelines are used to determine how to revalidate the CA.

- a. If the CA has been invalid for two (2) years or less, recertification can be accomplished by successfully completing an oral examination. Facilities may contact the FAA-A MIC to schedule the oral evaluation and the NWS evaluator will use the Oral PWB evaluation sheet to determine the briefer's performance score. If a passing score is achieved, a new CA will be issued.
- b. If the CA has been invalid for more than two (2) years, recertification requires completion of all (weather analysis, satellite, radar) written exams, and the oral examination. All exams are requested from the FAA-A MIC.

7.6 Maintenance of Files. The NWS Office at the FAA-A will maintain a current list of Pilot Weather Briefer CA numbers, issuance dates, etc., in a computerized database format. The original CA will be displayed at the facility or kept together in a facility binder. This will facilitate updating the WS Form 10-809-4, Personnel and Action Item Report whenever NWS personnel visit the flight service facility. During each visit, a new WS Form 10-809-4 will be completed, with entries showing the entire PWB staff, any resignations, transfers, new hires, and

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developmental employees with estimated date for completion of training in remarks.

Facility managers will immediately notify the FAA-A MIC of name changes, separation from PWB duties, retirements, and changes in PWB briefing areas.

Appendix A - Pilot Weather Briefing Oral Exam Performance Standards

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1. Performance Standards. Standards of performance of pilot weather briefings have been developed for NWS evaluating officials to use when conducting oral exams for PWB. In accordance with standard examination policies, the examinee is expected to complete the briefing without assistance. This Appendix provides guidance in the administration of, and preparation for, the Oral Pilot Weather Briefer Examination. Tasks and performance indicators are consistent with official publications, interpretation, and guidance.

“Expected Performance” categories are identified on the left side of each page. Statements of criteria to be measured for each task are labeled “Performance Indicators”, and are on the right side of each page. “Expected Performance” is measured by observing actual performance, and comparing against the “Performance Indicators”. “Complete” and “accurate” are the basic criteria for evaluation of performance. Supplementary information has been provided, when necessary, to convey intent and to furnish additional instruction and guidance.

1.1 Expected Performance -- General

Based upon information available regarding actual and forecast weather conditions, the examiner evaluates the briefing in terms of correct interpretation of the available meteorological data as well as in terms of completeness and relevance.

The specific information presented by the examinee must, in the judgment of the examiner, present an accurate picture of current and forecast weather conditions. Failure to accurately convey the data received for all phases of the flight, both current and forecast, will result in point deductions.

Evaluations will be made on the utilization of available information for each phase of the flight, in terms of timeliness and completeness, as well as on the nature of what is actually conveyed to the pilot. Failure to use appropriate data sources to satisfy the performance indicators will result in point deductions. However, the examinee should be questioned on missing data when the formal briefing has been completed.

Freezing level should be provided when the proposed altitude for the flight is at or above the actual or forecast freezing level and an icing threat exists. Generally, an icing threat exists when this situation occurs.

Temperatures aloft are not routinely given to low-level flights unless, in the opinion of the briefer, one of the following is probable: Unusually hot/cold weather is likely to impact altimeter and density considerations, an icing potential exists, or if requested by the pilot.

If IFR conditions are expected along the route, they should be repeated during the forecast portion of the briefing. This eliminates potential confusion possibly caused when using the FA within the contiguous 48 states which only forecasts MVFR or better conditions.

1.2 Background Information.

Expected Performance

A.
**Obtains required
background information**

Performance Indicator

Utilizes checklist and briefing background information that includes:

- Type of flight (VFR or IFR)
- Aircraft type, identification
- Departure and destination locations
- Estimated time of departure (ETD)
- Proposed altitude and route of flight
- Estimated time en route (ETE), and/or
- Estimated time of arrival (ETA)

Supplementary Information: Examiner will ensure that the ETD is within 2 hours of the time of the briefing. ETA is requested or computed from ETD and ETE.

1.3 Briefing Content.

Expected Performance

A.
**States applicable current
and forecast adverse
conditions**

Performance Indicator

Statement of significant weather and/or aeronautical information that impacts pilot's decision to cancel, postpone, or alter a proposed flight. These conditions include:

- Thunderstorms
- Moderate or greater icing and/or freezing precipitation
- Moderate or greater turbulence
- Strong low-level winds
- Low-level wind shear (LLWS)
- Ceilings and/or visibilities below VFR minima
- Mountain obscuration
- Tropical cyclones
- Dust storm/Sand storm
- Volcanic ash
- High density altitude

Conditions must be pertinent to:

- Proposed route or alternate
- Type of aircraft and flight
- Proposed time of flight

Expected Performance

B.

Recognize and apply VNR statement

Performance Indicator

- States VFR Not Recommended (VNR) if applicable.
- Supports VONR statement with brief description of the meteorological conditions, whether current or forecast, surface-based or aloft, which might make VFR flight doubtful.

Expected Performance

C.

Provides synopsis

Performance Indicator

Provide brief verbal statement outlining dominant feature or weather-generating factor(s) along the pilot's intended route of flight. Statement should include:

- Pressure patterns (surface and aloft)
- Movement of major weather systems
- Surface fronts and troughs
- Moisture and stability
- Other pictorial details

Expected Performance

D.

**Provides current route weather conditions
For VFR Flight**

Performance Indicator

Summarize the weather and provide required data for the proposed flight using all available sources including satellite, radar, METARs, and PIREPs.

Required data when applicable to proposed flight:

- Departure/climb-out weather
- En route cloud-cover amounts, bases, and types
- En route cloud tops if pilot indicates VFR flight on top is intended

- Light icing and freezing levels
- Light turbulence
- Isolated IFR conditions not included in advisories
- Obscurations at/near cruising altitude
- Weather trends
- Precipitation
 - Echo location
 - Echo tops
 - Type
 - Intensity
 - Movement
- Descent/destination weather

For IFR Flight

Required data when applicable to proposed flight:

- Departure/climb-out weather
- En route cloud-cover amounts, bases, types and tops
- Light icing and freezing levels
- Light turbulence
- Obscurations at/near cruising altitude
- Weather trends
- Precipitation
 - Echo location
 - Echo tops
 - Type
 - Intensity
 - Movement
- Descent/destination weather

For High Altitude Flight

Required data when applicable to proposed flight:

- Departure/climb-out weather
- En route cloud tops
- Light icing
- Light turbulence
- Jet stream location
- Precipitation
 - Echo location
 - Echo tops
 - Type
 - Intensity
 - Movement
- Descent/destination weather

Expected Performance

Performance Indicator

**E.
Provide forecast route
weather conditions**

For VFR Flight

Summarize en route forecast conditions from all available sources in a logical order, i.e. climb-out, en route, and descent.

Required data when applicable to proposed flight:

- Cloud cover amounts and bases
- Cloud tops on pilot request
- Visibilities and obscuring phenomena, at or near cruising altitude
- Freezing levels
- Precipitation, tops and movement
- Thunderstorms, tops and movement

For IFR Flight

Required data when applicable to proposed flight:

- Cloud cover amounts, bases and tops
- Freezing levels
- Precipitation, tops and movement
- Thunderstorms, tops and movement
- Obscuring phenomena at or near cruising altitude

For High Altitude Flight

Required data when applicable to proposed flight:

- Thunderstorm tops and movement
- Jet stream location
- Freezing level
- Precipitation, tops and movement
- Cloud tops and coverage
- Obscuring phenomena at or near cruising altitude
- Descent weather

Expected Performance

**F.
Provide destination forecast
weather**

Performance Indicator

Use most recent aviation terminal forecast (TAF) when applicable

- When TAF is not available, extracts general forecast from all available data and identifies the source(s) (FA, TWEB, prog. charts, etc.)
- Time frame is relevant to ETA
- Significant changes (1hour before/after ETA)

Expected Performance

**G.
Provide forecast winds aloft
and temperatures when
appropriate**

Provide wind direction and speed

Performance Indicator

- Provides wind direction in degrees and wind speed or summarizes using cardinal directions
- Uses valid forecast times

Provide temperatures aloft
when applicable

- Interpolates between forecast altitude and stations when appropriate
- Upon request, provides most favorable altitude for winds
- Provides significant changes in direction or speed along the proposed route
- Provides when icing potential exists
- Provides upon pilot request
- Summarizes when applicable
- Interpolate when appropriate

1.4 Quality Factors.

Expected Performance

A.

**Provides quality weather
services to pilot**

Performance Indicator

- Conveys competence
- Adequate pace and voice
- Courteous and professional
- Logical sequence
- Ability to provide accurate weather picture
- Information conveyed clearly
- Information conveyed concisely
- Ability to anticipate pilot's needs
- Answers evaluator's questions
- Topographic effects on weather

Appendix B - Facility Visitation Site Evaluation Report

U. S. Department of Commerce National Oceanic and Atmospheric Administration National Weather Service		WS Form 10-809-2 (4-13-06)						
Facility Visitation Site Evaluation Report								
Facility visited:		Name of NWS <u>FAA Academy evaluator</u> conducting visit:						
Date of visit:		Facility Manager Name:						
1. Pilot Weather Briefing Monitoring		Type of Pilot Weather Briefing		Number monitored	VFR	IFR		
		Pre-Flight	Standard					
			Abbreviated					
			Outlook					
		In-Flight	EFAS					
			Non-EFAS					
		Information Requested: Provided		Yes:	No:			
2. Product use / interpretation		Product type		Rating		S = Satisfactory U = Unsatisfactory	Rating	
				S	U		S	U
		Satellite Imagery				TAFs		
		Radar Imagery				FAs		
		METARs				Advisories		
		PIREPs				Winds aloft		
		HIWAS				Progs		
		TIBS				Other		
		3. Maintenance of Records		PWB certificates				
EFAS certificates								
4. Evaluation Narrative								

Appendix C - Oral PWB Evaluation Report
To be used by FAA-A MIC or Designee

Form 10-809-3 (2-1-06)			U.S. Department of Commerce National Oceanic and Atmospheric Administration			Briefer:		
ORAL PWB EVALUATION SHEET						Station:		
1. BACKGROUND INFORMATION			MAX. SCORE	SCORE	Evaluator:			
<ul style="list-style-type: none"> Type of Flight Aircraft I.D. Aircraft type Departure point Route of Flight Destination Altitude Time of Departure Time En Route 			5		Date: Route: Low level = High level =			
Total			5		3. QUALITY FACTORS			MAX. SCORE
2. BRIEFING CONTENT			MAX. SCORE	SCORE	Conveys competence Adequate pace and voice Courteous and professional Logical sequence Ability to provide accurate weather picture Information conveyed clearly a Information conveyed concisely Ability to anticipate pilot's needs Answers evaluator's questions Topographic effects on weather			20
Adverse Conditions: All points deducted if any Adverse Condition missed, and/or failure to give VNR statement when appropriate Partial deduction if non-applicable conditions given			30					
Synopsis			5					
Current Conditions			20					
Forecast Conditions			20					
Total			75					
Minimum Passing Grade = 70 %					Score for oral evaluation: TOTAL			
Names of Facility participants in debrief :								

**Appendix D - Employee Qualification Report
To be completed by the FAA-A MIC or Designee**

WS FORM D-5 (MODIFIED)
U.S.DEPARTMENT OF COMMERCE
(2-1-06)

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
REF. NWSI 10-809
NATIONAL WEATHER SERVICE

**PILOT WEATHER BRIEFING
Qualification Report**

To: From: Cynthia Abelman
MIC NWS, W/SR64
Through: FAA Academy
P.O. Box 25082
Oklahoma City, OK 73125

Signature: _____
Date _____

I – TYPE OF EXAMINATION

Written Examination

II – RECORD OF WRITTEN EXAMINATION

	Score	Date	Passed / Failed
Weather Analysis			
Satellite			
RADAR			

III – RECORD OF ORAL EXAMINATION

	Score	Date	Passed/Failed
Oral Examination			
Oral Re-Examination			
Proficiency Check			
Proficiency Exam			

IV - STATUS OF QUALIFICATIONS